

This Company's system of submarine telegraph cables is the most direct and quickest means of communication from Egypt to Europe, North and South America, East, South and West Africa, India, Australia, New Zealand, China and Japan.

To secure quick transmission, telegrams should be made at PORT SAID.

For general average time to London, see daily bulletin No. 1 of this paper.

STATIONS IN EGYPT: Alexandria, Cairo, Suez, Port-Tewfik, Port-Said, Suez (Head Office, London).

7,087]

The Egyptian Gazette

THE EASTERN TELEGRAPH COMPANY, LIMITED.

Peninsular & Oriental S. N. Company.

The following steamers are intended to leave Port Said on or about the following dates—

	Year	Month	Date	For
"ESTLONIA"	1905	Jan	1	Marsilia, Plymouth and London
"MORRO BOA"	1905	Jan	1	Marsilia and London
"SUDANIA"	1905	Jan	1	Marsilia, Plymouth and London
"INDIA"	1905	Jan	1	Marsilia, Plymouth and London
"TURKISH"	1905	Jan	1	Marsilia, Plymouth and London
"ORIENTAL"	1905	Jan	1	Marsilia, Plymouth and London
"GOOTIKA"	1905	Feb	1	Marsilia, Plymouth and London
"INDIA"	1905	Feb	1	Marsilia, Plymouth and London
"FALKLAND"	1905	Feb	1	Marsilia, Plymouth and London

Port-Said to London via Brindisi.

The BRINDISI steamer leaves PORT SAID after arrival of Indian Mail. Combined steamer and sleeping car fare from PORT SAID to LONDON via BRINDISI or via MARSFIELD £15.5.21.

To the East

The MAIL Steamers leave SUWE FOR ADEN and BOMBAY every Wednesday, and for AUSTRALIA and CHINA every alternate Wednesday. A steamer leaves for CALCUTTA, Singapore, and another for JAPAN. Passengers can embark at PORT SAID.

For all further information apply to the Company's Agents:

Messrs. T. COOK & SON (Egypt) Ltd. GAIKO.

GEOGRAPHICAL TRAVEL AGENTS.

Messrs. HAMILTON & CO. ALBANY.

F. G. DAVIDSON, Superintendent P. & O. S. N. Company in Egypt. SURE. 81-18-80

Orient-Pacific Line of Royal Mail Steamers.

OUTWARD TO AUSTRALIA.

H.M.A. Orions will have Steamer about

Orissa Jan. 27

HOMeward to NAPLES, MARSFIELD, GIANTTALE, PLYMOUTH, LONDON, LIVERPOOL.

H.M.A. Orions will have for homeward about

Orissa Jan. 16/05

H.B.—However, passengers and crew before their advertised date.

Passenger landed and embarked at Ismailia, Quarantine Regulations permitting.

Free passage to Naples.

In Class. \$11. 2nd Class. \$4 1/2.

3rd Class. \$10.

VAMES " " Marsilia. \$16

" " Gibralter. \$16

" " London. \$16

" " Plymouth. \$16

" " Liverpool. \$16

" " London. \$16

Return fares no longer issued, but passengers paying the full fare in one direction are allowed to disembark at one-third of their return voyage to be made within four months of arrival.

Agents, Cairo—T. COOK & SON. distance—L. J. M. COOK & CO. — For all information apply to

Wm. STAPLEDON & Sons, Port-Said and Port-Tewfik (Suez). 81-18-804

BIBBY LINE MAIL STEAMERS.

SPRING REDUCTION RATE DURING THE SUMMER SEASON.

OUTWARDS TO GOLOMO, YUTICUM, etc., via HONGKONG.

Lab. Zouave, etc., last Steamer about January 10/05.

Backwards, 1/10 tons will have Steamer about January 16/05.

HOMeward to MARSFIELD, LONDON, LIVERPOOL.

Lab. Zouave, etc., last Steamer about January 16/05.

VAMES from Lab. Zouave to Marsfield, London, £15.10.0.

Free Passage to Marsfield, London, £15.10.0.

Expedited Telegraphic, Electric Light, Electric Motor and all recent improvements.

Particulars apply to Wm. STAPLEDON & Sons, Port-Said and Port-Tewfik (Suez). 81-18-804

KHEDIVIAL MAIL LINE.

FAST BRITISH PASSENGER STEAMERS.

See—Terry Line.

Express services leave Alexandria every Wednesday at 4 p.m. for FIRMEH (Athens), BYTHRA, MITTELLER, and CONSTANTINOPLE. In connection with the Galata Express main-de-Jazz for Bagdad, Vienna, Paris, and London.

Petroleum—Syria Line.

Fast express leave Alexandria every Wednesday at 4 p.m. for JAFFA (Izrael), GALEFA (Izrael), REMYOUN (Djedda), TIRHAKH (Aden), ALAHMETTA, MARSFIELD, containing in three weeks to LEBANON and LIMANOU (Cyprus).

Sea Line.

Express leaves every Thursday at 1 p.m. for JEDDAH, calling as required at TOR (for Mecca) and ADEN.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

Passenger may be sent and passes booked at the Company's Agents in Alexandria, Cairo, Port-Said, and Suez, or at T. COOK & SON, or other Travel Agency.

H.B.—Deck chairs provided for the use of passengers, excellent oranges and table wine free.

LES POIDS PUBLICS

Voici le mémoire de M. Zouro, relatif à son interpellation sur la question des poids et mesures portée à l'ordre du jour de la séance du 28 Décembre 1904.

M. le Président, Messieurs,

Vous n'ignorerez pas, Messieurs, que pour les poids et mesures en usage dans le commerce de détail, les vendeurs se servent d'étales arbitraires, les uns d'un morceau de fer, de bronze, les autres de morceaux de pierres, auxquelles il donnent le titre d'oke subdivisée en 400 drames.

A part quelques rares exceptions, les marchands de légumes, les boulangers, les bouchers, les bâchals etc. arrêtent le prix sur la base de l'oke qui correspond approximativement à un kilogramme et quart. Pourtant, ce poids n'est jamais atteint en réalité. Il est de 10 à 20 pour cent inférieur. Des disputes ont lieu à tout moment, au cours desquelles les vendeurs finissent par avancer leur tort, mais ils prétendent qu'ils sont forcés d'agir de la sorte, par ce que leurs voisins vendent la même marchandise moins cher et compensent la différence par un poids inférieur; ils se voient donc obligés de les imiter.

Parmi les attributions de la Municipalité figure celle de veiller aux halles et marchés. Le service de la voirie et travaux publics en est chargé aux termes de l'art. 17 de l'arrêté Ministériel.

J'ai cherché partout pour savoir si l'Administration s'en était occupée depuis la création de la Municipalité. Je n'en ai trouvé aucune trace. C'est pourquoi par voie d'interpellation je demande à M. le Président, s'il y a quelque raison qui s'oppose à l'exécution de ce mandat.

L'état actuel ne peut pas continuer; une réglementation s'impose.

Cette réglementation, on le comprend, aurait pour effet la cessation des abus qui se commettent, au grand préjudice de la masse de la population qui, se voyant impuissante à le combattre, reste la victime de ce fléau.

Je propose donc qu'à l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Des étalons — modèles des poids et mesures — seraient déposés à la Municipalité, pour servir à contrôler ceux des marchands. Tout étalon des marchands, après rectification, porterait l'empreinte de la Municipalité.

Des vérificateurs, tels que les agents de la Police Municipale, seraient chargés de les contrôler et de dresser les procès verbaux de contravention.

Dans l'espérance etc. etc.

(Signé) G. ZOURO

(La Délégation Municipale, consciente de la gravité de la situation, s'est immédiatement emparée de la question des poids et mesures, mais le mérite d'avoir pris l'initiative d'une réglementation à ce sujet reste sans contrepartie à M. Zouro).

BULLETIN DE LA BOURSE

(Aujourd'hui à midi et demie)

Le mouvement ascensionnel continue. La chute de Port-Arthur semble avoir produit ici une impression favorable; mais on attend avec impatience de savoir ce que sera cette impression sur les marchés d'Europe. Les transactions ont été nombreuses en égard à l'époque de l'année.

Tous les cours sont en hausse notable. Signalons, entre autres, la Nationale à 23 3/16, l'Agricole à 9 3/4, la Salt & Soda à 88/6, les Eaux du Caire à 1070, les Privilégiées Tramways à 141 1/2, etc.

MOUVEMENT MARITIME DU PORT D'ALEXANDRIE

ARRIVÉES

1er janvier

Chypre et Port-Saïd; 20 h., v. ang. Esperanza, cap. Berry, ton. 424, à Minotto.

2 janvier

Trieste et Brindisi; 63 h., v. ang. Cleopatra, cap. Ivelich, ton. 2,132, au Lloyd Autrichien; Odessa et Cakav; 3 j. 3, v. russe Emeranli, ton. 812, à Giurassovich.

Port-Saïd; 21 h., v. russe Ceres, cap. Molovan, ton. 2,175, à la Cie Russe.

DÉPARTS

31 décembre

Liverpool; v. ang. City of Cambridge, cap. Walker.

Angleterre; v. ang. Harald, cap. Dedeckam. Braila; v. hell. Istros, cap. Vlassopoulos, sur lest.

Hull; v. ang. Lorenzo, cap. Wing.

Naples; nav. de guerre all. Stork.

1er janvier

Brindisi et Venise; v. ital. Bosforo, capitaine Milazzo.

2 janvier

Port-Saïd et Chypre; v. autr. Dalmatia, cap. Nasco.

Syrte; v. all. Leros, cap. Westphal, avec une partie de la cargaison de provenance.

PASSENGERS' LISTS.

ARRIVALS.

Le paquebot "Niger" des Messageries Maritimes arrivé ce matin avait bord:

MM. Henry Ley, M. et Mme Dignat, J. Grime, Yungfleisch et fils, R. Cheyne, R. A. Johnstone, J. Smith, E. Francis, D. Leishman, M. et Mme Samet et bébé Monclarville, Gayet, Fleur, Cronier, Kumge, J. Graw, Miss Job, Bonhorne, A. Cohen, Dumas, Nabet, Missionnaire et 63 passagers de 3me et 4me classes.

Alexandria & Ramleh Railway COMPANY, LIMITED

AVIS.

L'Alexandria and Ramleh Railway Company Limited a l'honneur de porter à la connaissance du Public que les 12 obligations de l'emprunt de la Compagnie portant les numéros : 24, 31, 67, 78, 94, 104, 115, 129, 144, 190, 196, 203, sont remboursables au pair depuis le 4 Janvier 1905 aux guichets de la Compagnie (Gare d'Alexandrie), tous les jours de 9 h. à midi et de 9 h. à 5 p.m.

Alexandrie, le 8 Janvier, 1905.
Le Directeur Général,
(Signed) J. G. JACOT.

ADMINISTRATION DES POSTES.

AVIS.

Quatre places de stagiaires avec allocation mensuelle de L.E. 1,500 ms. (dont deux au Caire et deux à Alexandrie) sont actuellement vacantes auprès de cette Administration.

Des demandes pour ces places seront reçues à la Direction Générale des Postes jusqu'au 10 Janvier inclusivement; les candidats devront être munis du certificat d'études primaires

définitives ou un poème intérieur; ils se voient donc obligés de les imiter.

Alexandrie, le 2 Janvier 1905. 25182-1

ADMINISTRATION DES CHEMINS DE FER

Telephones et du Port d'Alexandrie

AVIS

Le Conseil d'Administration a l'honneur d'informer le public qu'il sera procédé, le 10 janvier courant, au Bureau Central du Service des magasins, à Boulak (Caire) à la vente des échelles publiques de 1653 vieilles traverses en bois, pesant environ 54549 kilos, soit un poids moyen de 33 kilos par pièce suivant les conditions de la Kaymet Mazad à consulter au bureau central du dit service ainsi qu'au bureau de Mr. l'Inspecteur des magasins de Gabbari (Alexandrie).

Ces échelles sont déposées au Magasin dit "Ismaili" au Caire, où elles peuvent être examinées et d'où l'adjudicataire devra les enlever, à ses frais, et en l'état où elles se trouvent, dans un délai de 10 jours de l'acceptation de son offre; faute de quoi, la vente sera annulée et le montant du cautionnement de plein droit acquis à l'Administration.

Des étalons — modèles des poids et mesures — seraient déposés à la Municipalité, pour servir à contrôler ceux des marchands. Tout étalon des marchands, après rectification, porterait l'empreinte de la Municipalité.

Des vérificateurs, tels que les agents de la Police Municipale, seraient chargés de les contrôler et de dresser les procès verbaux de contravention.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Des étalons — modèles des poids et mesures — seraient déposés à la Municipalité, pour servir à contrôler ceux des marchands. Tout étalon des marchands, après rectification, porterait l'empreinte de la Municipalité.

Des vérificateurs, tels que les agents de la Police Municipale, seraient chargés de les contrôler et de dresser les procès verbaux de contravention.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

Le conseil d'administration a l'honneur d'annoncer que l'Assemblée nous mêmes un Comité pour élaborer un règlement qui, après l'approbation de la Commission et du Gouvernement, formerait une loi spéciale applicable aux halles et marchés.

The Best Remedy for A Heavy Cold

As soon as you feel a cold coming on begin at once with Angier's Emulsion in doses of two teaspoonfuls every two or three hours. Take no other medicine—it is not necessary. Within twenty-four hours you will be well, bronchial distress and soreness are less pronounced and expectoration easier. In most cases it requires but a few days' use of Angier's Emulsion to completely cure a case of "cold." It is pleasant to take, aids digestion and builds up strength.

Angier's Emulsion

A few drops twice a day
In three sizes: of Chestnuts and Bassins.
Avoid imitations—all of which are made with
Glycerine, Salicylic Acid, &c., &c.

ANGIER CHEMICAL CO., LTD., 22 SHOW HILL, LONDON, ENGL.

MANSOURAH.

S.P.C.A. BAZAAR.

(From a Correspondent.)

A branch of the S.P.C.A. was started in Mansourah about three months ago. Over 70 horses having benefited from it during that period, it was thought better that the society should build stables of their own. A bazaar was instigated by the Moudir of Dakahliyah and Mr. Murdoch to provide the necessary funds. By the kindness of the Russian Consul and Mrs. Grise, this bazaar was held on December 30 in the beautiful Masion Greis. The grounds were also thrown open and looked lovely with flowers and orange trees in full fruit; the drive was magnificently decorated with Turkish flags, Venetian masks draped in red and white, and garlands of fruit and evergreens. A native band was in attendance to herald the approach of visitors.

In the drawing-room there were three large stalls very prettily decorated with the Turkish colours. At No. 1 Mrs. Murdoch and Miss Diab presided, assisted by Miss Warner. No. 2 was in charge of Miss Carr, Miss Boucharati, and Miss Kyndynikos, assisted by Miss Smith. Miss Smith superintended the large piano. Miss Smith gave an excellent tea to the delightful colonnade in front of the house, and she was assisted by Miss Grise.

Lottoires formed one of the special features of the bazaar. The prizes, many of which were solid silver, were all on view on the 3rd stall. Amongst other things on the stalls we noticed some handsome brocades, cushions, hand-painted glass vases, clocks, tea-chests, and a large amount of silk dresses in various colours.

Miss Carr gave a very good gramophone entertainment in the dining-room to the ladies here in the morning, and Mr. Carr took her place in the afternoon. We noticed amongst the native ladies who visited the bazaar in the morning Miss Bamia Goray, Sitt Hafiz and Sitt Choudry, besides Miss Grise and Miss Kyndynikos.

Shortly after two o'clock the Moudir announced the bazaar open in a telegraphic speech, and told those present he hoped their purchases would be so light when they left that they would not have sufficient money left to hire a carriage to go home. Amongst those present were Mr. and Mrs. Murdoch, the latter in a charming pink gown trimmed with black lace and a black and white toque; Mrs. and Miss Smith, Mr. and Mrs. Carr, Miss Diab, in a tailor-made coat and skirt; Miss Kyndynikos, Miss Boucharati, the Rev. and Mrs. Firminier, the latter in a pretty grey voile dress; Miss Warner, who was in white crepe de Chine; and Miss Grise, in grey voile; Dr. Elkins, Mr. Moberley, Miss Grise, Mr. Hopkins, Mr. Templer, Mr. Morrison, and others.

The sales commenced in earnest and soon the stalls began to look less crowded. In the evening an auction of all the articles that were left was most ably undertaken by Mr. Samy, and we believe about £250 will be handed to the treasurer of the S.P.C.A.

Mrs. Murdoch desires to take this opportunity of thanking all those friends who were kind enough to send contributions to the bazaar, and to help make it the greatest success it has been.

We are pleased to state that any person holding the Nos. 1821; 1048; 818; 1123; 485; 821; 561; 1141; 935; 1708; 648; 1106; 884; 669; 1115; 1945; 1127; 675; 395; 309; 1223; 819; 1925; 1977; 81; 1851; 185; 1544; 1180; 1931 are winners of prizes in the grand lottery, and can have them by applying to Mr. K. C. Hopkins, Agricultural Bank, Mansourah.



HIS BRITANNY MAJESTY'S CONSULATE AT ALEXANDRIA.

REGISTRATION.

1905.

NOTICE is hereby given that all British subjects residing within the district of this consulate are bound to register themselves during the month of January.

All persons neglecting so to register themselves are liable to a fine of £5 or to be imprisoned for not more than one month.

The consulate will be open daily from 10 a.m. till noon for the delivery of registration certificates.

BY ORDER,

VANDALISM AT CANOPUS, WHO IS RESPONSIBLE?

Some months ago an important archaeological discovery was made at Aboukir, on the site of what is popularly supposed to be the site of the ancient Canopus, when the temple of Arisnoe Aphrodite, which Ptolemy Philadelphus erected at the Zephyrion foreland, was discovered. It has been a subject of discussion as to whether the temple was erected in honor of Serapis or of Aphrodite, but at any rate it is a discovery of great interest and importance, and the remains of the temple that were found in the spring were considerable, while the mosaic pavements were most artistic and elaborate. We announced in May that negotiations had begun between the Alexandria Archaeological Society and Prince Omar Pasha Toussoun, on whose lands the ruins are situated, and that it was expected that systematic researches would be taken in hand shortly. The Alexandria Museum authorities at the same time issued a note on the temple where it was stated that:

"Le médaillon du prince, son amour pour la science et pour la dignité d'Alexandrie sont des sûres garanties qu'il facilitera pour tous moyens les toutes nécessaires qui pourraient dominer d'importantes résultats, si elles sont scientifiquement dirigées."

But, as is usually the case in Egypt, the official authorities did absolutely nothing.

The Museum authorities and the members of that turbulent institution, the Alexandria Archaeological Society, were evidently at that time far more concerned in making plans as to their summer holidays in Europe, than in taking any thought as to the wonderful discovery of the long-hidden temple. When we visited the temple last May, the exposed portions of the newly-found sanctuary of Aphrodite were most interesting. The mosaic pavements were in an excellent state of preservation and the charming designs were as fresh then, after two thousand years, as they were when Canopus was still the most renowned watering-place in the Eastern Mediterranean, second only to Baiae in the ancient world.

Among the many other newly-discovered sites was a catacomb, which was very like the catacomb in the Antonine Garden at Alexandria. Access to it was by a flight of steps and in a very fair state of preservation. The whole neighbourhood of the temple afforded a unique field for excavations, and by the judicious employment of a small sum of money it could have been made one of the "show pieces" of Alexandria. But since it was discovered nothing has been done, and instead of endeavouring to preserve these relics of the past, somebody has been guilty of permitting acts of the grossest vandalism. We visited the site of the temple of Arisnoe Aphrodite, or the sanctuary of Serapis, on Saturday last, and the contrast between the state of the remains then and in May last was appalling; for the months that had elapsed since our former visit had sufficed to wreak irreparable damage. The rains had brought down a considerable amount of sediment upon the mosaic pavements, many of which are utterly obliterated, while the compact paraffin has been loosened or destroyed by the damp and winter weather. Two spots in the immediate neighbourhood of the temple, where in May last there were some interesting remains, had evidently been utilized as quarries, and stacks of stones showed that these reics of antiquity had been used for obtaining building material. We searched for any signs of the beautiful catacombs, but on the site we found that all traces had been destroyed, and a gang of workmen were busily employed in razing away evidence of antiquity which was a likely object for using for building.

Does the site belong to Prince Omar Pasha Toussoun, and are these workmen, who were as employed, under his Highness's orders and in his pay? What, then, do the authorities of the Alexandria Museum mean by referring to "le médaillon du Prince," when Prince Omar can permit such vandalism on his estate? It is absurd to appeal to the Alexandria Archaeological Society, for it lacks energy and initiative, and although some of its members are amiable dilettantes, it is destitute of any "go." What can be thought of an archaeological society that has never moved a finger to excavate or protect the unique remains at the ancient Tauparia, which are only a few miles from Alexandria? Is it likely that it will exert itself to protect the vestiges of Canopus from destruction? The present condition of the ruins on the old Zephyrion foreland as compared with their state last May is sufficient proof of the inertility of the society.

About a fortnight ago the society decided "to do something" in reference to the discoveries at Canopus with a view to transporting the relics of the temple to Alexandria. On the instigation of Peiry Bey, the Wukil of Prince Omar Pasha Toussoun, the matter was brought to the notice of the society, and it was decided by them that an estimate should be made as to the expense. But irreparable damage has been done, and while the society is framing estimates the remains are being destroyed as fast as possible.

HAMBURG-AMERICAN LINE
AND THE CANAL.

The London Evening Standard says that the directors of the Hamburg-American Company have issued a statement explaining their views in regard to the question of a second Suez Canal.

In this statement, Herr Ballin and his colleagues reiterate and emphasize the accusations of mismanagement already brought against the Suez Canal Company. They mention in particular the refusal of the company to devote the surplus of dividends exceeding 25 per cent, to a reduction of the Canal dues, as required by the London programme of 1888, and the enforcement of certain restrictions adopted at the Constantinople Conference of 1878, relating to the dues for spaces on deck available for cargo.

The statement of the Hamburg-American Company, which may be regarded as the manifesto of the opposition to the Suez Canal Company, concludes—

"The management of the Suez Canal is such that it exasperates the whole shipping world. If the present agitation in favor of a second canal results in the reduction of the tolls of the existing canal, the shipping trade with the Far East will be greatly facilitated. After the conclusion of the war between Russia and

THE SUZ CANAL.

M. BONNET'S STATEMENTS.

REPLY BY SIR THEODORE ANGIER.

(From The Standard.)

Keen interest continues to be taken in the suggestion that a competing waterway should be cut through the Isthmus of Suez. There is no doubt that the agitation for lower rates, especially for cargo shipments, has a considerable bearing. The whole matter has which Lloyd's and the Baltic, the centre of the shipping business. The interview which our Paris correspondent had with M. Bonnet was read yesterday with interest.

Referring to a statement by the English directors of the Suez Canal, Sir Theodore Angier said to a Press representative—"He is quite correct in what he says, except in stating that shipowners sought to evade regulations. Shipowners built ships with increased superstructures because it improved the type of ship in safety and the comfort of the crew. In these superstructures the cargo is sometimes carried, and when this is the case owners are and always have been agreed that dues are fairly and properly charged. But the Board suddenly made a change in their custom hitherto, and now insist on charging dues on the tonnage of these ships when no cargo is carried in them.

This is the unfairness complained of as far as tonnage is concerned, besides the breach of the 1888 agreement, and the lax service of the British shipowners on the Board."

Speaking of the former agitation, Sir Theodore said—"It is quite true that no concession was actually made, but an understanding existed; and with regard to the monopolistic character of the Suez Canal Concession, the best lawyers of the day gave their opinion that it did not exist. Mr. Gladstone's view of the subject was entirely contradicted. The director you quote is quite correct, so far as he goes; but no attention is paid to the fact that the present policy is a reversal of the previous one. Because cargo has once been carried, we are now to pay for it always. It is much unfair that shipowners should be punished in this way simply because they have improved their vessels."

"I go further," went on Sir Theodore, "and declare that the original basis on which the dues are charged were most unfair. These terms were never intended to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to serve for all time, for changes were bound to supervene owing to variations in trade, customs, and other matters. Why should they want a special agreement on the Canal? There is no other institution of the same kind in the world. There are thousands and thousands of docks, rivers, canals, waterways, which gain their revenue by taxing the tonnage of ships, and nearly the whole of these have agreed to

NOLIS

	HULL	1/1 1/2
Général	... 1/1 1/2	-
Touristes	... 1/1 1/2	-
Général de colon	... 1/1 1/2	0.8
Oignons	... 1/1 1/2	-
FORTS DIRECTS		
Général de ...	1/1 1/2	1/1 1/2
Oignons	1/1 1/2	1/1 1/2
LIVERPOOL		
Coton	... 1/1 1/2	-
Oignons	1/1 1/2	-
Touristes	1/1 1/2	-
Général de colon	1/1 1/2	-
Oignons	1/1 1/2	-
CONTINENT		
(H A N T E S - D U N K E R Q U E)		
Général de col.	(Dunkerque) Fr. 10	-
" (Rouen) 12 1/2	-	-
From	... 8	10
Oignons	... 1/1 1/2	-
MARSEILLE		
From	... Fr. 1	1/1 1/2
Général de colon	... 1/1 1/2	1/1 1/2
DESTINATIONS DIFFÉRENTES		
Ottoni (Ottoma, Ticino, Venise)		
Gênes (Marsala) Fr. 10	-	-
Genoa (Marsala) 1.40	-	-
Le Havre 1.40	-	-
Dunkerque 1.40	-	-
Arsenal 1.40	-	-
London 1.40	-	-
Paris 1.40	-	-
New-York 1.40	-	-
Bombay 1.40	-	-
Alexandria, le 15 décembre 1904.		

COALS.

Current prices per ton free on wagons.		
Pet. ton	Fr. 10	Fr. 10
CARDOV	Best quality	20.8 (22.0)
NEWPORT	Best quality	20.8 (22.0)
NEWCASTLE	Best	18.0
"	Collier	18.0
"	Desert	18.0
"	Hastings	18.0
"	West Hartley Main	18.0
"	Merry's	17.5
"	Balck	17.5
"	Dunlop	17.5
"	Hamilton Hill	17.5
"	Midland	17.5
YORKSHIRE	Best Lancashire	17.5
"	Second Lancashire	17.5
"	Another	17.5
"	Crown	17.5
"	Arrow	17.5
PAINTS & DYES	Spiraea Grisette	22.0
"	Bowditch Atlantic	22.0
NEWCASTLE	Foundry Coke	22.0
"	Gas Coke	27.0
		27.0

SHABER BROTHERS

LONDON CALCUTTA ALEXANDRIE.

SINGAPORE AND COLOMBO (Ceylon).
Merchants in Jute and Jute Fabrics
(Gunny Bags).

(Marrow)	Per Adm.	Per Adm.
COTTON PACKE	Flgs.	Flgs.
(Marrows and Marrows)	5	5
5 1/2 (or 10) 4/8 (11 by 11)	5	5
5 1/2 (or 10) 5/8 (12 by 10)	5	5
5 1/2 (or 10) 6/8 (13 by 11)	5	5
5 1/2 (or 10) 7/8 (14 by 12)	5	5
5 1/2 (or 10) 8/8 (15 by 13)	5	5

ONION POCKETS		
(Marrows and Marrows)		
10 1/2 (or 10) 4/8 (11 by 11)	—	87
(Tunis)		
5 1/2 (or 10) 4/8 (12 by 11)	4	8
5 1/2 (or 10) 5/8 (13 by 12)	5	13

GRASS BAGS		
(Marrows and Marrows)		
5 1/2 (or 10) 4/8 (12 by 11)	4	8
5 1/2 (or 10) 5/8 (13 by 12)	5	13

STROKES BAGS		
(Marrows and Marrows)		
5 1/2 (or 10) 4/8 (12 by 11)	2	5

Credit Lyonnais

Capital 250,000,000 Fr. French
ENTIÈRELLEMENT VERSÉE

AGENCE D'ÉGYPTE.

ALEXANDRIE.—11 CAIRNS—PORT-SAÏL

LE CRÉDIT LYONNAIS fait toutes

opérations de banques, telles que :

Avances sur titres ;

Ouverture de comptes ; garanties contre dépôts de valeurs ;

Emission de traités et billets, émission de lettres de Crédit, paiement par télégraphe sur les principales villes de la France et de l'étranger ;

Garde de titres ;

Recouvrement d'affets sur l'Egypte et l'étranger.

Le Crédit Lyonnais remet des fonds en ce compte de dépôt et délivre des bons de débourse fixe aux taux suivants :

5% aux bons de 1 an et un demi.

11/12/1894

NOTICE.

The Editor of the Egyptian Gazette will be pleased to receive communications dealing with subjects of local interest, for publication. Notes concerning the above subjects are especially welcome.

All communications should be sent to "The Editor," and be accompanied by the Writer's Name and Address, not necessarily for insertion, but as a guarantee of genuineness.

They will be understood to relate to news and information, and may be accompanied by a stamp and directed postage.

Egypt & Co. Chambre de Commerce
Hellenique.

AVIS

Paiement du Coupon.
Meilleurs débiteurs des obligations 4% sont informés que le coupon de l'Emprunt 1903, échéance le 1er janvier 1905, sera payé à raison de Fr. 10 sur shillings 3 à partir du 1er janvier 1905.

Le Caire et Alexandria
La National Bank of Egypt.
Le Caire 27 décembre 1904. 25138-7.5

ORENSTEIN & KOPPEL Limited.
PURVEYORS TO H.H. THE KHEDIVE.

PORTABLE AND PERMANENT RAILWAYS
PASSENGER AND GOODS CARS
Tipping and Platform Wagons
FOR ALL PURPOSES.

LOCOMOTIVES FROM 10-150 H.P.

CARS 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150.

OFFICES : 1, Rue de la Paix, Paris, France.

P.O.B. 690, Telephone No. 12.

ALEXANDRIA : 29, Sherif Pasha Street, Telephone No. 12.

SIEGENS & HALSKE, Ltd.

ENGINEERING OFFICES : CAIRO & ALEXANDRIA.

ELECTRIC LIGHT INSTALLATIONS.—TRANSMISSION OF POWER.—ELECTRIC RAILWAYS AND TRAMWAYS.

TELEGRAPHIC & TELEPHONIC APPARATUS.

DYNAMOS & MOTORS.

OPTIONS : CAIRO—10, Rue de la Paix, opposite Bank of Egypt, P.O.B. 690, Telephone No. 12.

ALEXANDRIA : 12, Quay Fouad Street, Telephone No. 12.

11-12-1894

Alexandria Bonded Warehouse
COMPANY, LIMITED.

SOCIÉTÉ DES ENTREPÔTS D'ALEXANDRIE.

PREFERENCE SHARE 5%
PAYMENT OF HALF-YEARLY COUPON.

The Coupon No. 8 is payable at the rate of 5s. per share, at the offices of the Crédit Lyonnais, from the 1st December, 1904.

Alexandria Bonded Warehouse
COMPANY, LIMITED.

SOCIÉTÉ DES ENTREPÔTS D'ALEXANDRIE.

DEBENTURE BONDS 5%
PAYMENT OF HALF-YEARLY COUPON.

These Cards can also be bought from the Hall Porters of the Hotels.

POST CARDS.

VISITORS AND RESIDENTS
SHOULD WITHOUT FAIL SEE THE

"Egyptian Gazette Series"

OF
PICTURE POST-CARDS

WHICH IS NOW ON SALE AT THE
PRINCIPAL BOOKSELLERS.

These Cards can also be bought from the Hall Porters of the Hotels.

Allen, Alderson & Co.
LIMITED.

SOLE AGENTS FOR
MORSE, PROCTOR & CO., LIMITED, LINCOLN.

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,

PIPE AND PORTABLE STEAM ENGINES,
PIPE AND PORTABLE STEAM ENGINES,</